

INFORMATION REPORT

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FLD 675

COUNTRY USSR

DATE DISTR. 23 August 1948

SUBJECT Airfields, Roads, and Railroads

NO. OF PAGES 3

25X1A

NO. OF ENCLS. Attachments
(LISTED BELOW) I, II, III, and IV
Sketches of fields

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SUPPLEMENT TO
REPORT NO.

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450 N
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755 NUst Kozhva Airfield

1. This airfield is situated on the southern edge of the village of Ust Kozhva (65°N, 57°E), approximately fifty meters from the left bank of the Pechora River and three kilometers north of the Kotlas-Vorkuta railroad line. The field, which is covered with grass, is 250 meters long and 50 meters wide and is used from June until November. During the winter, planes land on the river ice within the area indicated on the accompanying sketch (Attachment I).
2. The Ust Kozhva airfield had no hangars or radio masts when last observed by source in December 1945 but had three buildings for personnel and repairs. At that time, seven aircraft, including three twin-engined planes, were parked on the field. Source states that the field could be enlarged to extend another fifty meters only toward the south.

Troitsko-Pechorskoe Airfield

3. This airfield is located 200 meters from the southern edge of the town of Troitsko-Pechorskoe (62°30'N, 45°E) near the Pechora River barge harbor. The field, which is covered with turf, is 180 meters long and 65 meters wide. The installation can be used throughout the year; it is not fitted out with hangars but has three buildings for personnel and repairs. A meteorological station with two radio masts is based on the field. A sketch of the Troitsko-Pechorskoe installation is contained in Attachment II. The airfield can be extended only toward the south. At the end of 1945, five or six planes, type Y2, were observed on the field.

Kokand Airfield

4. There is an airfield situated two or three kilometers east of Kokand (40°30'N, 71°15'E) on the left of the highway which leads from this city to the village of Molotov, twelve kilometers distant. The field is located in a large plain; the side along the highway measures from 500 to 700 meters. The field, which

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DDA Memo, 4 Apr 77Approved For Release 2001/11/23 : CIA-RDP82-00457R001700640005-13
Date: 1 MAY 1978 By: 028~~SECRET~~

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is covered with turf, can be used throughout the year and can be extended in any direction. It is equipped with three small one-plane hangars constructed of wood and a repair and maintenance shop. Four radio masts were observed near the hangars late in 1946. [REDACTED] Comment: Kokand Airfield is also mentioned in [REDACTED] Seven or eight planes of type Y2 were observed on the field at the end of 1946.

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Leninakan Air Base

5. There is a large air installation five to six kilometers northwest of the center of the city of Leninakan, 1.5 to two kilometers west of the small stream which runs through the city, and three to 3.5 kilometers north of the Leninakan-Kars highway. The airfield, which is used only by military aircraft, is seven to eight kilometers (sic) long and four to five kilometers (sic) wide. It is located in a valley and is connected with Leninakan by a gravel road used only by troops. Five hundred meters north of the airfield are two underground installations which are used as shelters for aircraft. The two excavations are 500 to 600 meters apart and are each one kilometer (sic) long, 300 meters wide, and 15 meters high. The ground above the subterranean shelters is completely camouflaged: only the two entrances, which are sealed by steel double doors which move by electricity, are visible. Each underground hangar has a capacity of 20 to 25 pursuit planes. North of the Leninakan-Kars highway, in the direction of the air base, there is another restricted area. A sketch of the Leninakan district is contained in Attachment III.

Baku and Kutaisi Airfields

6. The Baku military airfield, which has a turf and earth surface, is located two kilometers west of the Baladzhary railroad station, at the junction of the Baku-Makhach Kala and Baku-Tbilisi railroad lines. It is about as large as the Tiflis Airfield. The Kutaisi (42°20'N, 42°40'E) military airfield was constructed in 1940 and is located four to five kilometers northwest of the city.

Erevan Military Airfield

This field is located six to seven kilometers southwest of Erevan (40°15'N, 44°30'E) and three to 3.5 kilometers west of the city's civilian airfield. The military field is seven to eight kilometers (sic) long and 1.5 kilometers (sic) wide and is surfaced with gravel and earth. The field is equipped with an unknown number of hangars and repair shops. Twenty to thirty single-engine YAK and MIG planes were observed flying over the field every day. Russian soldiers are stationed in watch towers and patrol the field. Because of the nature of the terrain, the field can be expanded only toward the north.

Erevan Civilian Airfield

This field is located five to six kilometers south of Erevan and two kilometers east of the Erevan-Nakhichevan road. It has an earth and gravel surface, is five to six kilometers (sic) long and one kilometer (sic) wide, and is traversed by two landing strips, one on the northwest side and one on the southwest side. The installation is equipped with three hangars on the south side, each large enough for twelve planes, a two-story administration building on the east side, a radio mast near the administration building, and a repair shop. There are three gasoline tanks on the north side of the field. Three beacons have been erected on the heights a short distance north of the field. The field can be extended at either end. Attachment IV contains a sketch of the two Erevan airfields.

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Erevan-Nakhichevan Railroad Line

9. The railroad line from Erevan to Nakhichevan ($45^{\circ}15'N$, $45^{\circ}20'E$) is 25 to 30 kilometers long. There is a fifteen-meter steel bridge, supported on two concrete abutments, four kilometers outside of Erevan. The gravel road from Erevan to Nakhichevan passes under the bridge, but the railroad passes over it. Seven or eight kilometers from this bridge, another steel bridge, approximately 25 meters in length, crosses the Zanga River. The structure, which is supported on two concrete abutments, has no piers. (See Attachment IV)

Erevan-Nakhichevan Highway

10. This gravel and earth-surfaced road is eight to ten meters wide and 25-30 kms long. At a distance of six to seven kilometers from where the road passes under the railway line (see paragraph 9), the road crosses the Zanga River by means of a bridge which supports loads as heavy as ten-ton trucks. The bridge is made of steel but is supported on two abutments, each of which consists of three wooden piles. The bridge is 7-8 meters long and 4-5 meters wide.

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